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INFORMATION REPORT

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S-E-C-R-E-T

50X1-HUM

COUNTRY USSR (Kazakh SSR)

SUBJECT 1. Lead and Tractor Plants in Chimkent | DISTR. 6 November 1957
 2. Baydzhansay Lead Mine. |
 3. Possible Highway and Railroad | PAGES 1
 Construction from Alma-Ata to |
 the Chinese Border |
 RD

DATE OF INFO.

REFERENCES

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PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

A 4-page and a 12-page report, with sketch.

reports contain information on a lead plant and a tractor plant in Chimkent (N 42-18, E 69-36), a Baydzhansay lead mine (N 43-14, E 69-55), highway construction from Alma-Ata to the Chinese border, and on possible surveying for railroad building in the same area.

ENCLOSURE ATTACHED
 PLEASE ROUTE
 4 DEC 1957
 13 DEC REC'D
 8 JAN 1958
 8 JAN 1958
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)							

Plan of CHIMKENT lead plant.

Situation at the beginning of 1955.

1. Electric power station.
2. Water tank.
3. Main section.
4. Oil and benzine tanks.
5. Turner's workshop.
6. Farriery workshop.
7. Boiler.
8. Checking and analysis branch.
9. Worker's mess.
10. Office.
11. Electric work section.
12. Acid storage.
13. Tool and mechanical repair workshop with 20 mtr. high watch-tower over its roof.
14. Storage space.
15. Garages and storage space.
16. Barbed wire fence.
17. Water tower.
18. Oxygen station.
19. Finnish prefabricated wooden houses storage.
20. Two meters high brick wall.
21. Lumber and wood storage.
22. Road toward tractor and tank plant.

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approx scale: 1 inch = 300 mtrs

Town area

Town area

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the able-bodied ones were put into Camp No. 8 [redacted] and some of the others were still to weak to work were put into a small camp which was subordinate to Camp No. 8. [redacted] Camp

No. 8 [redacted] brigade worked at the Chimkent lead factory as loaders.

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[redacted]
the lead factory had grown enormously
and had about 60,000 workers.)

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12. [redacted] a small special camp of 300-400 prisoners [redacted] worked in quarries mining lead ore that was shipped to the lead factory in Chimkent for refining. [redacted]
[redacted] this camp was located [redacted] in the mountains and a half-day's drive by car from Chimkent.

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13. [redacted]
[redacted] small groups of 10-15 [redacted]
[redacted] were assigned to the Zadary-nicheskiy Karakul Sovkhoz in Arys', Chimkentskaya Oblast.

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[redacted]
one, engaged exclusively in the raising of karakul sheep, as were most of

The sovkhoz was a large

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the sovkhozes in that area.

work was the construction of shelters for the
sheep out on the steppe.

, mostly in the vicinity of Syr-Darya.

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3. With respect to the lead plant in Chimkent,

[redacted] it is located one-half kilometer east of Chimkent. A double railroad track (Tashkent--Alma-Ata) separates the plant area from the town. The whole plant could be seen easily from passing trains. The entire area of the plant occupies a space 2 x 4 kilometers, and [redacted] it was constructed just before W.W. II. [redacted] it consisted of approximately 28 to 30 separate buildings. The workers were divided into two categories -- free workers and forced labor workers. [redacted]

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[redacted] the forced labors were organized into workers' brigades composed of 50 men in each brigade. Approximately 15 such brigades were permanently employed at that plant (depending upon the need, this number could easily be increased by three to five additional brigades, assigned to the plant from the camp). The plant was working 24 hours a day, that is three 8 hour shifts. Each shift was composed of 450 to 500 free workers, [redacted] forced laborers worked only on the day shift representing an additional working force to the three shifts of free workers. A special double track railroad siding connected the plant area with Chimkent station.

Inside the plant area, the siding was divided into 8 loading terminals. [redacted]

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[redacted] the following information regarding that plant: The incoming material consisted mostly of coke, frequently sent from Karaganda, high quality coal, washed lead concentrate from the Bairdzhansay mines located

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some 60 kilometers northeast of Chimkent, and heavily loaded wooden boxes in size of 2 x 2 x 3 meters. Sometimes there were even larger lift vans which completely filled an opened railroad car.

four trains 50X1-HUM

composed of at least 50 freight cars came to that plant fully loaded with these wooden boxes. Then there were also tank cars with benzine, lubricating oil called "solidor", black mineral oil or mazout. Quite frequently acid was delivered in large glass containers. In addition to that, almost every other day, four to six open railroad cars loaded with yellow colored rocks arrived at the plant. Usually, these rocks were about one third meter in diameter, of irregular shapes and

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a very unpleasant odor.

this odor somewhat resembled that of spoiled eggs. After it was unloaded, the rock was immediately stored in closed brick warehouses located close to the railroad line.

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Part of freight cars(open or box) had eight wheels, that is two pairs of them at each end of the car.

[redacted] each month ten trains composed of 34 to 40 open, 60 ton cars were arriving at the plant loaded with coal or coke. The 60 ton cars were mostly made of iron, and coal was unloaded by opening their side doors. Lead concentrate arrived in quite an irregular way at the plant: Several days nothing and then one day a transport composed of several cars would arrive.

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monthly some 80 cars(60 ton each, open) loaded with lead three-fourths of a meter high, came to the plant. Transports of five to six tank cars(capacity 60 to 80 tons each) arrived two or three time a month(average 14 tank cars monthly). These tank cars were brought into the close vicinity of five to six large metallic bright silver colored storage tanks located not far from the railroad line. After that all fuel was pumped through pipes from the cars to the storage tanks.

[redacted] there were no underground storage spaces in the plant area. The only exception was an acid warehouse which was partially underground. However, [redacted] quite a dense network of pipes(of different sizes and construction) were put underground throughout the whole plant area.

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[redacted] four suspended pipe-lines(the diameter of one half meter each) were running over the ground of the plant area, suspended from eight meter high metallic poles. These pipes were continually emitting noises.

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[redacted]
lead was produced

in 50 kilogram blocks which for transport were put into wooden boxes, $\frac{1}{2} \times \frac{3}{4} \times 1$ meter, and then loaded onto sixty ton cars. The cars were only three-fourths full when loaded. Five or six such cars were loaded daily with lead blocks. Immediately afterwards, these cars were put on the other railroad loading terminals and none remained there more than 24 hours before shipment. [redacted] departure of the loaded cars from the plant area always took place during the night, [redacted]

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[redacted] due to the weight of these boxes two men were unable to lift them any higher than one meter, thus the center part of the cars was not packed as high as the ends. At least five 60 ton cars were leaving the plant monthly loaded with scrap iron. [redacted] they were directed to the town of Gor'kiy. [redacted]

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[redacted] lumber continuously was arriving and was stored in a separate place located at the southwestern corner of the plant area. This lumber consisted mostly of round poles of various lengths and dimensions. The diameter of the largest was one-third meter, and they were from 6 to 8 meters in length. At the beginning of 1950, [redacted] there were at least 500 carloads of lumber stored in the plant. Then in addition to that lumber, prefabricated wooden houses were also sent to the plant and stored outside in the southeastern [redacted]

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area of the plant yard.

4. With respect to the tractor plant, it is located in the western part of Chimkent. A large road beginning at the lead plant running from east to west crosses the railroad tracks, passes through the entire town and finally ends at the wall of the tractor plant.

[redacted] this plant is an old one, but [redacted] it was expanding.

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Here too, the plant has its special railroad siding to the

Chimkent station. [redacted] during the wartime, this plant was very efficient in producing the metal belts(chains) for military tanks. There were two separate types of workers employed at the plant [redacted]

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[redacted] One type was composed of free workers who did 50X1-HUM the production work, and they were isolated in the production part of the plant by barbed wire fences.

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[redacted] the plant was also working on three 8 hour shifts. The other type of workers did construction work expanding the plant. This type was composed of 100 free workers and 10 to 12 brigades of forced labor workers. These people were forbidden to enter or approach any part of the plant where concentrated production was carried on. With respect to incoming materials, [redacted] all kinds 50X1-HUM

of construction materials such as lumber, bricks, cement and steel building rods and rails were shipped in. In addition

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to that there were also shipments of coal, tools and technical equipment in wooden boxes, power drills and various other kinds of machinery. During the immediate postwar period, many German and Japanese prisoners were working at that plant.

however, these prisoners 50X1-HUM were no longer present there. The general situation of the plant at that time was as follows: At the northwestern part of the plant area was a two-story brick structure approximately 100 meters long and 30 meters wide. It was the oldest part of the plant 50X1-HUM

Approximately 150 meters east of that first building, the construction of a large "T" shape two-story brick structure, built on reinforced concrete frames, was completed and it was somewhat longer than the first building. Inside an iron walkway near the roof ran completely around the building and there were several steel beams across the ceiling. 50X1-HUM

60 new German power drills of various sizes were 50X1-HUM installed in that large "T" shape hall. When this was completed the forced labor workers were immediately removed from the area and a barbed wire fence was placed around it. 50X1-HUM

production began immediately after the completion of this new building. 50X1-HUM finishing

construction of a third plant building which was approximately 50X1-HUM 60 meters wide and 100 meters long. Here too, 50X1-HUM 80 new German power drills. 50X1-HUM

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para-military guards paid special attention to keep the forced labor workers and all others who had no special ~~propus~~ from entering the production part of the plant area and from seeing what was going on there. This regulation was much more strictly enforced there than it was in the lead plant.

The whole plant area inside the barbed wire fence was [redacted]

[redacted] a forbidden zone. [redacted] in the 50X1-HUM northern part of the plant area approximately midway between the western and the "T" shape buildings, some kind of a shelter or an underground storage space of reinforced concrete, 50X1-HUM was built, [redacted]

[redacted] the expansion of the plant was not completed, since in the area of the northern brick wall of the plant the wall was still being extended to the east and traces of new excavation clearly indicated that the Soviet authorities intended to 50X1-HUM continue the expansion of that plant [redacted]

[redacted] everything leaving the plant was 50X1-HUM always shipped in various size wooden boxes. [redacted]

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5. With respect to the mining of lead, the mine called Bandzhansayskiye was located 60 kilometers northeast of Chimkent. This town was connected to the mines by a gravel highway. Since this highway passed through difficult high mountain area, which was covered with snow during winter, it was seldom used for shipment from the mines to Chimkent. A very good new eight meter wide, asphalt surface highway connected the mines with the town of Dzhambul(approximately 70 kilometers). Thus, all mined lead was first shipped to Dzhambul by trucks and then by rail from Dzhambul directly to the lead factory in Chimkent. The lead ore was found quite high in the mountain and ore was mined at several levels of the mountain at the same time. Two large wells ran from the top of the mountain to the ground and by these wells, ore was brought down to the ground level. Channels located on each level led to the well and ore was transported along them on wagon [] to the wells and then sent down to the ground. [] their system of mining the mountain, which was all lead, was to level it layer by layer concentrating on topping the mountain. At the foot of the mountain were two or three channels by which lead ore was brought out of the mountain and then still on the wagon [] taken to the ore washing plant nearby. Here the ore was first crushed and then washed in large reservoirs of running water. After that, the ore was sent down through pipes to the other

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storage place located on a somewhat lower level and there it was left to dry for several days. After that four-ton trucks ("samosvaly") entered the area, loaded the ore and delivered it to the Dzhambul station.

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workers

worked

three 8 hour shifts. With respect to the mining production,

the 15 drying holes for the ore were 50X1-HUM located at the foot of the mountain. These holes were 1.80 to 2 meters deep and had a diameter of approximately 15 meters.

Four trucks were able to drive into this hole at one time and 50X1-HUM load the ore.

during each day shift, such four-ton trucks left the mining area carrying 50X1-HUM ore to Dzhambul numbered 24.

totally 50 trucks were used by this mine -- three or four of them were undergoing some repairs or part replacements each day and therefore were not in use.

seldom were 50X1-HUM these trucks able to make the trip to Dzhambul and back to the mine twice during one shift. All in all,

at 50X1-HUM least 60 trucks loaded with ore made deliveries to Dzhambul during the 24 hour working day(three shifts). Not far from the ore washing plant, was an electric power plant. However, electricity was used mostly for lighting purposes, and there were no electric driven wagon 50X1-HUM inside the mine nor was there any electricity in the upper channels on the mountain.

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The workers wore hats bearing small lights which worked from batteries.

6. With respect to the Alma-Ata Ushosdor,

its office was located at Uzbekaya street, No. 83 for a 50X1-HUM long time. Then at the beginning of 1954, it was moved into 50X1-HUM a new building,

The chief of Alma-Ata Ushosdor was Podpolkovnik MVD GONCHAREV. He was always in military uniform. His deputy assistant captain was always in military uniform too.

all other personnel employed at that office were 50X1-HUM civilians. The main business of the Alma-Ata Ushosdor at that time was construction and maintenance of a highway from Alma-Ata to the China border. The total length of this highway is approximately 325 kilometers and this distance was divided into sections ("uchastki").

uchastok of Ushosdor was 50X1-HUM located in the kolkhoz Luch Vostoka, some 800 meters east of the town on the same highway. The chief of this branch of Ushosdor was Major MVD SERBIN, and his deputy chief engineer was a civilian. All other personnel, except the Komendants of 50X1-HUM the "obshchezhitkiye-s", were also civilians. The

highway uchastok from Alma-Ata through Talgar-Isik-Turgen-Malo-vodnaya to Chilik was approximately 120 kilometers. The entire length of this section was covered with asphalt and was generally 8 meters wide. It was permanently kept in very good condition. There were many bridges along this section and they were mostly reinforced concrete and get to large.

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[redacted] There was also telephone poles along the highway. Most of the workers employed by this section of Ushosdor were [redacted]

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[redacted] totaling some 800 men. At the beginning, all of these people were located in specially organized "obshchez-hitiye-s". They were for the most part located in different kolkhez-s not far from the highway. One such "obshchezhitiye" was located at a distillery. As a rule, the Komendant of the "obshchezhitiye" was an MVD officer, then in all other kolkhez-s along the highway MVD "upolnomochnyye" were permanently assigned to supervise the lives of the "spets-pereselentsy".

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[redacted] saw a group of civilian engineers,

[redacted] making an area survey all along this highway to China -- almost parallel to it.

[redacted] these engineers were actually tracing the route for a new railroad line which was supposed to be built from Alma-Ata to the China border, in the near future.

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[redacted] Traffic of military convoys

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along that highway to China was always frequent

was able to see at

least three convoys passing weekly along this highway. This frequency in time somewhat diminished, but [redacted] at 50X1-HUM least one convoy a week was dispatched in the same direction. Usually such a convoy was composed of 8 to 20 military trucks apparently fully loaded and covered with canvas. Every convoy was accompanied by armed military patrols, under the command of an officer. [redacted] these convoys usually avoided making their stops (for meals or rest) in the area of inhabited localities.

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